

THE SAILOR'S MAGAZINE.

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No. 1.

SKETCH OF BENEVOLENT OPERATIONS IN BEHALF OF SEAMEN.—NO. II.

FIRST EFFORTS IN AMERICA.

Although the Bethel prayer meetings on the Thames which commenced in 1814, had been attended with much success, yet little was known of them abroad; and so far as can be ascertained, they had no direct agency in suggesting the first movements for seamen in this country. The latter, no less than the former, had the merit of a spontaneous origin, or rather they were both the outgrowths of that expanding spirit of active benevolence which, under God, was then beginning to be developed throughout the Christian world.

In May, 1812, a society was formed in Boston called "The Boston Society for the Religious and Moral Improvement of Seamen." It had in view principally, the publication and distribution of religious tracts, and the establishment of religious worship on board vessels. Practical difficulties, however, were found in the accomplishment of this work, growing in part out of the war then existing with Great Britain, and the society soon suspended operations.

In the summer of 1816 some of the members of the Brick Presbyterian

Church, New York, Rev. Dr. Spring's, were in the habit of holding prayer meetings in the lower part of the city in the hope of benefiting such classes of the population as did not frequent public worship. Some of these meetings in Water Street were attended by a few sailors, and other persons connected with the shipping. This suggested the idea of appointing a meeting specifically for seamen, and the first one of the kind was held in a house then standing at the corner of Front street and Old Slip. The meeting was successful, and was followed by others of a similar character, which awakened a considerable interest, and led to a participation therein by Christians of other churches and denominations.

The Rev. WARD STAFFORD was at that time engaged in missionary labors in behalf of the poor in the city, and entered into these efforts for seamen with much zeal. In December 1816, the project was conceived by him of erecting a church for mariners in New York, and a committee was appointed to receive donations for that purpose. The way however was not then prepared for so considerable an undertaking, and the object was for a time postponed. But the interest which had been awakened in this

class of men was not suffered to snubside. On the 14th of March 1817, "The Marine Bible Society of New York" was organized, designed to furnish sailors with the scriptures; and Mr. S. was largely engaged in the formation of similar institutions in other ports. This society continued its very useful efforts for many years, until it was merged in the New York Bible Society, auxiliary to the American Bible Society.

FORMATION OF THE N. Y. PORT SOC.'Y.

In the spring of 1818, Mr. Stafford renewed his project for the establishment of a Mariner's Church, and at his instance a number of merchants and shipmasters held a preliminary meeting to consider the subject. The record of that meeting is of sufficient interest to be given in full:

"NEW YORK, 16th April, 1818.

"At a meeting of sundry persons at the house of JONATHAN LITTLE, Esq., to take into consideration the expediency and importance of adopting measures for erecting a building for the gratuitous preaching of the gospel to that long neglected portion of our citizens, the SEAMEN; Jonathan Little, Esq., was appointed chairman, and Rensselaer Havens, Secretary.

Resolved, That it is expedient to make a faithful effort to accomplish this desirable object.

Resolved, That the Rev. Ward Stafford be appointed a committee to draft an address on the subject to be distributed throughout the city.

Resolved, That Mr. Lewis, Editor of the Commercial Advertiser, and Mr. Dwight, Editor of the Daily Advertiser, be requested to prepare and insert in their respective papers short pieces stating the deplorable condition of our seamen, and the benefits which would result from the accomplishment of the measure now proposed; and that Mr. Stafford be requested to prepare similar notices for the other public papers.

Resolved, That this meeting adjourn subject to the call of the chairman."

An adjourned meeting was held May 22, when Messrs. Little, Lockwood, De Forest and Stafford, were appointed a committee to digest a plan of future operations. On the 5th of June they reported a constitution which was adopted and the society organized in form by the name of "The Society for promoting the Gospel among seamen in the Port of New York." Mr. Little was chosen President, and Heman Averill Esq., Secre-

tary. It was incorporated by an Act of the Legislature of New York in April 1819.

It being impossible to commence operations immediately, Mr. Stafford was temporarily supported by appropriations from the "Marine Missionary Society," to preach to seamen as he might find opportunity. His first meeting was held in a small school room in James Street. In December the new society engaged "the upper room in Mr. Lindon's Academy in Cherry Street," as a place of worship, and appointed Mr. Stafford a regular preacher. This room was capable of accomodating 400 persons. The attendance was good, and the success of the effort very encouraging. In six months, more than 800 seamen called on Mr. S. for religious conversation, or to procure Bibles and tracts. Their language and conduct evinced that they appreciated in a good degree the efforts which were made in their behalf, and in some instances pleasing evidence was given of saving benefit having been received.

FIRST MARINER'S CHURCH

Encouraged by this success the Port Society ventured in February 1819 to purchase the land on which to erect a church edifice. The limited state of their funds, however, and the difficulty of obtaining assistance, delayed the erection of the building, which was not completed till the summer of the following year, the foundation having been laid October 4th, 1819.

This edifice, *the first Mariner's Church ever erected*, was situated in Roosevelt Street near the East River. It was of brick, fifty-nine by fifty-eight feet dimensions, with galleries and a basement, and cost with the land sixteen thousand dollars. It was dedicated to the service of God on the 4th of June 1820, a day memorable in the his-

tory of the seamen's cause in this country. On that occasion was presented the novel spectacle of the union of different denominations in the service of the same pulpit. Rev. J. M. Matthews of the Ref. Dutch Church, Rev. Lawrence Kean of the Methodist Episcopal Church, and Rev. Dr. Milnor of the Episcopal Church performed the dedication services; and ever since, there has been maintained a like freedom from sectarian prejudices, in the regular ministrations to seamen. Here a true Evangelical Alliance was exhibited, a quarter of a century before the more pretentious organization under that name was conceived of.

Rev. Mr. Stafford, the virtual founder of this institution was engaged as the first preacher and pastor to seamen, but continued only till the November following, when he resigned; and the Society depended for a time on voluntary supplies from various clergymen in the city.

In March 1821, an engagement was made with REV. HENRY CHASE, who was then acting as agent for a Wesleyan Seminary in New England, to devote a portion of his time to labors in behalf of seamen. He visited them at their boarding houses, distributed Bibles and tracts, and held frequent religious meetings, besides preaching occasionally on the Sabbath. But it was felt that these services were not enough, even though the pulpit was fully supplied, and that something like a *pastoral* work was indispensable to the desired measure of success. Accordingly, in January 1822 the Society employed in this capacity REV. JOHN TRUAIR, late of the Presbyterian Church in Cherry Valley, N. Y., who was expected also to labor as far as practicable in raising funds. His salary was to be provided for by annual subscriptions by the friends of

the cause. He continued in this post performing his double duties as pastor and soliciting agent with great acceptance till August 1825.

Meanwhile the society receiving aid from the "United Domestic Missionary Society," engaged in 1823, the whole time of Rev. Mr. Chase as missionary to seamen; and after the dismissal of Mr. Truair, he was in April 1826, appointed to succeed him as pastor of the Mariner's Church. In this capacity he served through a long and highly useful ministry of nearly *thirty three* years, and died at an advanced age, July 7, 1853. His memory is precious to thousands of seamen who have been benefited by his labors.

NEW YORK BETHEL UNION.

It will be seen from the preceding statement, that the first efforts for the benefit of seamen in this country took a somewhat different form from those in Great Britain. Nevertheless the inherent appropriateness of the Bethel prayer meetings, and the reports of their great usefulness on the other side of the Atlantic awakened a strong desire that similar measures should be adopted here. Inasmuch, however, as the N. Y. Port Society was created for the specific purpose of maintaining a Mariner's Church, and was necessarily a *local* institution, it was judged expedient to organize another association which, while acting in union with the former, should be distinct from it. Accordingly in May 1821, "THE NEW YORK BETHEL UNION" was formed with Divie Bethune Esq. for its President, and Mr. Horace Holden, Secretary. The first prayer meeting on ship board was held June 22d, an interesting account of which appeared in the first Report of the Union.

"On Friday, the 22d of June, 1821, for the first time in America, the Bethel Flag (a present from the London Bethel Union to the Port of New York

Society,) was hoisted at the mast-head of the ship Cadmus, Capt. Whitlock, lying at the Pine-street wharf.

In the morning of the day, the Committee were apprehensive that they should have no hearers. The experiment here was novel—the issue was by many considered doubtful. They were told by several, who are “wise in worldly matters,” that a guard of constables would be necessary to preserve order. At first it was thought advisable to hold the meetings in the cabin, to prevent the possibility of disturbance. On arriving at the vessel, the deck was found cleared, an awning stretched, and all necessary preparations for holding the meeting there. At 8 o'clock the president opened the meeting by stating the object and plans of the society, and inviting the co-operation of captains and their crews in promoting the benevolent designs of the society.

The Mariners' (107) Psalm was sung with great animation and feeling, and seamen were immediately seen pressing in from all quarters. After prayer from an aged sea captain, (Capt. C. Prince) Dr. Spring addressed the seamen: other exercises followed. The vessel and wharf were crowded—order and solemnity prevailed throughout—every ear was open, every eye was fixed. Tracts were distributed among the seamen, who received them with gratitude. Every circumstance was calculated to inspire the Board with courage and confidence to go forward.”

This very auspicious beginning was followed by other meetings of equal interest through the summer and autumn. Notices of two or three of these are subjoined.

“June 28. This evening the Bethel prayer meeting was held on board the schooner Haxall, Capt. Holmes, at Coffee House slip. The number of hearers assembled on the deck of the vessel, and on the wharf, probably exceeded 200, among whom we were pleased to see a number of merchants, whose interest for the welfare of seamen will surely be excited and increased by witnessing these solemn, orderly, and interesting meetings.

Capt. Holmes addressed his brother commanders on the duty and importance of assembling their crews both morning and evening, and reading to them a portion of the Word of God, and engaging in prayer; or, where this latter exercise was dispensed with, from any peculiar inability, *the reading of the Scriptures should never be omitted.* We have since been informed of two captains who had never attended to the duties urged upon them so affectionately by Capt. H., in the address above alluded to, that assembled their crews that very night, and, for the first time, read to them a chapter of the Bible and prayed with them. Two other captains, we have been told, have since followed this excellent example.

This day a large Lantern was presented to the Bethel Union to be hoisted at the mast-head of vessels as a night signal for Bethel Prayer Meetings.

Friday, July 13th. This evening we had a Bethel meeting on board the English brig Cambria, Capt. Jenkins. I cannot describe the blessed effects this meeting had upon all present. After many hundreds were collected, it seemed the Lord enclosed us in on every side: he made a hedge around us, so that Satan could not come near us. The captain of the brig led in prayer, and made a beautiful exhortation. The exercises were performed principally by ship-masters. Many who were present, when leaving the wharf, said to each other, ‘it was good to be there!’

Tuesday, August 21st. This evening the Bethel meeting was held on board the United States 74 gun ship Franklin, Commodore Stewart, lying off the Battery. A committee of the “Society for promoting the Gospel among Seamen,” united with a

committee of the Bethel Union, in an application to Commodore Stewart for the use of the ship, which was cheerfully granted, and barges were provided to convey to the ship the committees, several clergymen and citizens who, with officers, marines and seamen attached to the Franklin, composed a congregation of nearly eight hundred persons. The Rev. Dr. Spring opened the meeting with prayer. The Rev. Joseph Eastburn, who preached to the seamen in Philadelphia, delivered a short, but most appropriate discourse; and the Rev. Dr. Stoughton, of Philadelphia, closed the exercises with prayer and benediction. The utmost decorum and solemnity prevailed throughout the exercises. Many of the seamen came up to Mr. Eastburn before he left the ship, and thanked him in affectionate terms for the ‘many good things he had told them.’”

As the winter approached and it was no longer convenient to hold meetings on shipboard, they were transferred to private houses in the city. Thus, alternately, during summer and winter, these most interesting services were continued for several years, until at length they became so nearly identical with those held at the Mariner's Church, that the two organizations seemed no longer necessary; and the Bethel Union was discontinued. It is, perhaps, not too much to say, that no association of so humble pretensions ever did more to confer saving benefits on needy souls, and to glorify God, than the New York Bethel Union during its brief existence.

CAPT. C. PRINCE.

It is scarcely proper to omit, in connection with these efforts, a distinct notice of one of the most devoted and efficient laborers in them—Captain Christopher Prince. He commanded for many years a ship in the merchant service; and, possessing a warm heart and devoted piety, he entered into whatever measures promised to benefit seamen, at once and with all his soul. He was especially active in the Bethel prayer meetings, where his prayers and addresses were often of the most impressive character. His stated reports of these meetings which were published, and from which the foregoing extracts are taken, show at once the most ardent devotion to the work and industry in its promotion.

His name deserves grateful recollection, as one of the earliest and most faithful friends of the sailor.

SEAMEN'S SAVINGS' BANK.

The first practical suggestion of a savings' institution for seamen seems to have been made by the Liverpool Bethel Union, which took measures to establish one in that port in 1823. A similar measure was proposed by the Board of the New York Bethel Union at their anniversary in January, 1824, and was subsequently laid before the New York Port Society, as a suitable agency to devise and carry it into effect. This society appointed a committee to act on the suggestion. Various delays were experienced in accomplishing the object, and committees were from time to time appointed till February, 1829, when a charter was obtained from the Legislature, and the present Seamen's Saving Bank went into operation May 11th of that year.

PUBLICATIONS.

It was early felt that some channel was needed through which to communicate with the public in relation to the work undertaken for the benefit of seamen. Arrangements were accordingly made in May, 1821, by the New York Port Society with the publishers of the "Christian Herald," a monthly religious magazine, for a department in that work to be called the "Seamen's Magazine," filling eight pages. This was continued three or four years. The New York Bethel Union also commenced in January, 1823, a little four-page octavo monthly sheet called the "Bethel Union Messenger," which the next year was enlarged to sixteen pages, and named the "American Sailor's Magazine, and Bethel Union Messenger." In 1825 the two above Societies united in publishing a weekly paper of eight pages octavo, named the "Mariner's Magazine," of which Rev. Mr. Truair was editor. None of these works was of

long continuance. The latter ceased with the dismissal of Mr. T. as pastor of the Mariner's Church, and no permanent publication was issued till the commencement of the "Sailor's Magazine," in 1828, by the American Seamen's Friend Society.

EARLY OPERATIONS IN OTHER PORTS.

While these movements in behalf of seamen in New York were in progress, similar efforts were also begun in other ports. Boston, as already intimated, enjoys the honor of being the first in the world to organize an association for this purpose as early as 1812. It was not till 1816, however, that anything effective was accomplished. A Society was then formed who soon after employed Rev. Mr. Jenks as preacher to seamen. A similar movement took place in Charleston in 1819, another in Philadelphia in the same year, also at Savannah 1821, Portland and New Orleans 1823, New Bedford 1825, and at other important ports about the same time. The general character of these operations was much like that of those in New York. Local Port Societies were formed to establish Mariners Churches, Bethel Unions to conduct the Bethel prayer meetings, Marine Bible Societies to provide the Scriptures for seamen, &c. The following is a tabular view of some of the earliest of the Mariner's Churches, with the time of their establishment and the names of ministers in 1831.

New York,	1820,	Rev. Henry Chase.
Boston,	1823,	" Wm. Jenks, D. D.*
Charlestown,	1823,	" Joseph Brown.
Philadelphia,	1824,	" A. H. Dashiell.
London, (Eng.)	1825,	" G. C. Smith.
Baltimore,	1826,	" Stephen Williams.
Boston, (Meth.)	1828,	" E. T. Taylor.
Portland,	1829,	" Robert Blake.
New Orleans,	1829,	" Gordon Winslow.
Boston, (Mar. C.)	1830,	" J. Greenleaf.

From the "Mariner's Magazine" for 1825 we learn, that there were then in existence 70 Bethel Unions, 33 Ma-

* Ceased in 1826 to be a Seamen's church.

rine Bible Societies, and 15 Churches and floating Chapels for the benefit of seamen; the Bethel Flag had circumnavigated the globe; thousands of sailors had been hopefully converted; and the cause had come to be recognized as among the important and most successful charities of the day.

The period had now arrived when

the work in this country was to take a more general character, and preparations were to be made to supply the means of grace to our seamen in foreign ports. To effect these objects the American Seamen's Friend Society was organized; the history of which it is proposed to sketch briefly in ensuing numbers. I. P. W.

CORRESPONDENCE.

PROVIDENCE.

Letter from Rev. H. Fulton, chaplain.

PROVIDENCE, July 31, 1857.

During the last three months I have made five hundred and fifty visits and preached fourteen sermons. The general attendance has been very good. Distributed two thousand tracts; five drunkards have signed the pledge, and there have been three hopeful conversions.

The following is an outline of the case of J. M. He is an only son of his mother, and she is a widow. As the Scriptures were opened to his mind, he became very sensible of his sinfulness before God. He wept day and night over his transgressions, and was reduced to a state of almost despair. He said: "I am so vile I fear there is no hope for me." I set before him Jesus as an almighty and willing Saviour, and quoted many portions of Scripture in which the plan of salvation is clearly set forth. He was led by the Holy Spirit to see Christ as the only refuge for his guilty soul, and to take shelter in him. He obtained joy and peace in believing, and is rejoicing in hope of the glory that is to be revealed.

The other two cases that I have referred to are equally encouraging. I may refer to them at some other time. My labors are becoming daily more interesting among the seamen, and the hope of success in this port was never so encouraging before.

I have had conversation with several of the most liberal subscribers to

the cause of seamen in this port, and their decided opinion and desire is, that the good work should be carried on in Providence, and that the Am. S. F. Society should act liberally in this noble cause.

I remain,
Yours in the Gospel of Christ,
H. FULTON.

APPEAL FROM SAN FRANCISCO.

Our readers will remember the very interesting account presented in our Annual Report of the labors of Rev. G. S. Davis in this important port. We greatly regret to hear from the following letters that he has relinquished his post, and that it is now vacant. We beg that the Christian public will prayerfully consider the appeal herein made to us for an efficient chaplain to supply his place. The Am. S. F. Society has for months been dragging on under the embarrassments of debt, and has at present no means without increasing said debt, of responding to this appeal; or to others of nearly equal interest from Fuh-Chau, Buenos Ayres, Valparaiso, the Sandwich Islands, and elsewhere. Shall it be said that *not one chaplain on our whole Pacific coast* is maintained for the benefit of our seamen? Out of three hundred millions of dollars which have been dug from the soil in four

years past, shall it be impossible to secure in return so small a sum as \$1,500 a year to provide for the hundreds of seamen in San Francisco the means of grace? We ask you, christian merchant, we ask all who love souls, *what reply shall be given to this appeal?*

SAN FRANCISCO, July 3d.

SECS. AM. S. F. SOCIETY.

Dear brethren.—The pastor of our Seamen's Bethel is about to leave this place for Sacramento, where he is called to take charge of a church of his own denomination (Baptist). This will leave the new and neat church which has just been built for the seamen of this port, entirely unoccupied. We have no one in the State to take care of it. We feel the place to be most important. You know this is the main and almost the only port on this whole coast: the present and the future unite in a most pressing demand for a minister of Christ to be located here, to cast his bread upon the waters.

In our inability we instinctively turn towards your society, and feel that we bring before you a claim, than which none can be stronger.

Hoping you can send here an able and good man, to occupy a place whose importance we know you must feel,

Your fellow-laborer for Christ,

EDW. J. LACY,

Pastor of 1st Cong. Ch.

SAN FRANCISCO, July 3d.

Dear Sir:—This matter is one of great present and prospective importance to seamen in all this part of the world.

Mr. Davis, with great energy, has succeeded in getting up a neat and comely chapel paid for here at a cost of nearly \$2,700. It can go into the hands of your chaplain free. The ground rent, which in the past has been twenty-five dollars a month, can be reduced, and will be, as the owner agrees, to about half that amount. The house comfortably seats, I am told, two hundred, being thirty by fifty feet. The churches of the city cannot now do any such thing as to take up this enterprise. Commerce

is depressed beyond precedent, and, in my view, is likely to be for years! It is all we can do to subsist, as churches, and not fall. We can't take up such a work as the seamen's cause requires.

The Methodists tried it and failed. They are doing substantially nothing in the cause now. The field is all open. A man and his wife could live here on twelve to fifteen hundred dollars a year. In a few years the work might become self-supporting; but nothing of the kind can be now. This property will go to somebody. It is a good deal toward a beginning. We hope you will take it, and send an able, devoted and energetic man to it, for the sake of a great and destitute port of the world.

Fraternally yours,

S. H. WILLEY.

HAVRE.

Letter from Rev. E. N. Sawtoll.

HAVRE, June 30, 1857.

The following entry in my note-book may possibly meet some tearful eye, or soothe the anguish of some bleeding hearts that are now held in suspense, vibrating between hope and fear.

"June 2d.—This has been a busy day—some twenty sick at the hospital to talk to, and write letters for some of them—attending two funerals at cemeteries miles apart—made addresses and offered prayers at each. The first at 10, A. M. Thos. G. Northrup, from Providence, R. I., ship Consignment, captain Purenton. He fell from the yard-arm into the basin, and when taken out life was extinct—a sober, worthy young man, and much respected by the officers and crew, all of whom, with the master, followed his remains to the grave; and from letters found on his person it is evident his parents and relatives are pious people. The Lord give them supporting grace! The second funeral was that of Elizabeth M. Johnson, ten years old, eldest daughter of Capt. John Johnson, of Charleston, S. C. This interesting family has indeed experienced 'sorrow on the sea.' Capt. Johnson, who commands the ship

Naomi, sailed from Charleston with his wife and three lovely children, on the 5th of April last, for Havre; all in fine health and spirits. They had not been out at sea a week before all three of the children were down with the whooping cough, and for some forty days and nights their cabin was like a hospital. The anxious mother, who is naturally of a delicate constitution, was apparently sinking under the weight of her afflictions when entering the port of Havre; but as a Christian, knowing the Great Physician of soul and body—and being able to lean upon Him—she is gradually recovering strength. But their eldest darling one died after seven days' illness, and the heart-broken parents, unable to endure the thought of committing the corpse to a watery grave, preserved the body to receive a christian burial in this *un-christian* land; for, more unchristian and savage laws can hardly be conceived than exist here respecting the disembarking of a dead body. The most embarrassing, tedious and harassing routine of ceremonies to go through to get it off the ship; and then the coffin, strapped and sealed, watched and followed by commercial and police officers even to the grave, requiring some twenty days' maneuvering after the arrival of the ship before that harmless, lovely corpse could be placed in its final resting-place. But 'man proposes and God disposes.' Government officers, the police and physicians that were required to follow that corpse to the grave, heard truths that they probably never heard before; no masses or prayers for the dead. I spoke, and spoke plainly and solemnly to the living—with the weeping, sobbing mother leaning upon my arm, while the father held by their hands the two little survivors. Altogether it was a novel sight to the French, because here females are never seen among the mourners at a grave. Mrs. Johnson very properly determined to disregard French customs, and, with a lady friend from Baltimore and other Americans, followed the remains of her darling child to the grave; and the presence of these ladies added much to the interest and solemnity of the occasion. Who can tell, but that some seed fell

into a soil that may ere long produce fruit? I have within a few days heard of an active Christian in Paris, who was a most rigid Catholic when I was here twenty years ago, and with whom I had frequent debates on the subject of her religion. Being fond of debate, she used my arguments *playfully* with her Catholic friends, and so often, too, that she became thoroughly convinced of their truth, and is now hopefully converted to God. I am often encouraged by such facts to sow seed beside all waters and beside all graves.

E. N. SAWTELL.

P. S. Our Sabbath School increases in numbers and interest, and our weekly lectures and prayer-meetings better and better attended. One case of hopeful conversion at the hospital—a young Englishman. Faith! Faith! Lord help my unbelief, is my daily prayer.

E. N. S.

COPENHAGEN.

*Letter from Mr. P. E. Ryding,
Missionary.*

MY DEAR BROTHER:—Blessed be God, the Father of our Lord Jesus Christ, the Father of mercies, and the God of all comfort! who has given me grace to distribute his holy Word in the following manner:—

During the first quarter of 1857 about 8,000 tracts have been distributed, 58 religious books and 95 Bibles and Testaments have been sold. I have visited about 140 vessels and made about 55 visits in houses, mostly to ill people, and held 25 meetings. Lord, let thy grace attend these feeble labors to the honor of Thy name.

A SINNER CALLED IN THE ELEVENTH HOUR.

In the fall of 1856 an old gentleman, by the name of Holm, began to visit our meetings. He came very regularly; but at length he staid away. Understanding that he was ill, I visited him and spoke to him about the condition of his soul. He lamented very much having walked in darkness for more than seventy years, and that when he had had serious thoughts he had comforted himself with being no worse than so many others. Now,

however, he could see that he was a great sinner, and expressed his joy at having come to our meetings where he heard the Word of God. He rejoiced that the Saviour had come into the world to save sinners, and hoped that he would save him—a poor sinner—also. I read to him a portion of Scripture and prayed with him, at which he was very much pleased and expressed his gratitude. I resolved soon to visit him again. The first Lord's day after this I understood that he was very poorly; but it being not convenient for me to visit him that day, I postponed it till the next; but the night between Sunday and Monday he departed this life, in order, as we hope, to be with the Lord.

A young, truly pious female, a member of our church, whose mother was housekeeper with Mr. H., was, no doubt, the means employed by the Lord to the conversion of this old gentleman. She was the first who induced him to attend our meetings, and she watched over his soul with the tenderness of an affectionate daughter, and as a sincere follower of the Lamb. When, therefore, on his sick bed, Mr. H. did not know how to express his gratitude and affection to this excellent and dear young person. The translator.]

As to my missionary labors among seamen, I have spent many happy hours with them. Many religious tracts and Testaments have been distributed, and I have often had the privilege of laying the Word of God to the hearts of these indifferent people. I find great pleasure in laboring among them. I fancy I am in my right place here. But interesting circumstances are seldom connected with laboring among seamen; for the vessels are here but a short time, and even if some one should get serious thoughts, or be awakened, it is but little that I hear of it; but I entertain the hope that the hearts of some have been impressed by the Holy Ghost, for I have induced several to come to our meetings, and some visit me in my house when they come to our ports. One good connected with laboring among seamen is, that they carry much of the Word of God with them to other places.

Feb. 17, 1857, I visited a Danish vessel. First I had some conversation with the sailors. I then went into the cabin, where I found the mate. We entered into a hearty conversation, and I unfolded the truths of religion. He was much impressed, and his heart was opened for the Word of God; and he made a humble confession of his sins, telling me of his ungodly life. But what particularly troubled his conscience was, that he had been intoxicated the other day. The heavy burden of sin weighed heavily upon him, and he was made to see the fearful sin there is in drunkenness—that this vice is a mother to all other sins. He asked, trembling and weeping, whether I thought that the Lord would pardon his sin. From this I took occasion to show him, that the Saviour had come to suffer and die, not only for this sin—the sin of drunkenness—but for all other sins, and that he has made full atonement for our sins in offering himself on the Cross; that whosoever believes in him shall not perish, but have everlasting life. Having given him the information that could be given in so short a time, and also some books, I left—purposing soon to visit him again. He had become dear to me by showing a desire to learn more about the Saviour. Having other things to attend to, some days passed away before I could visit him again. I hastened as soon as possible to him, for I was very fond of him; but, to my great grief, I found that the vessel had left. I could do no more for his welfare than what I do for so many of the thoughtless sons of the sea—send up my prayers to the Throne of Grace, that not only he, but many others, may find favor in the sight of the Lord, and be found at last before his Throne.

Yours, in the bond of Christ,

P. E. RYDING.

The following is a copy of a letter sent to Mr. Ryding by a lady in Sweden, who had been blessed by his labors in her town:—

MR. P. E. RYDING.

My dear brother in Christ:—
May the peace of God, that passeth

knowledge, keep your heart in Christ Jesus our Lord!

I thank you for the precious moments we spent together when I sat like Mary at the feet of Christ, and learned the Word of God of one he had sent. Might I now, like her, be obedient to and keep his commandments, and, like the five virgins, not be ashamed of the gospel of the Lord Jesus, which is the power of God unto salvation to every one that believeth. I have been in great trouble of soul since we parted. God has made me see the fearful idolatry that is carried on in the established church with all their ceremonies. It is much as when the Ephesians cried: "Great is Diana of the Ephesians," and wished to have the Apostles persecuted. The same thing has happened to me in my own home and among my own friends. Since brother Ryding left us, both my mother and my sister have treated me harshly and shown great enmity to me. The same is done by those who were my best friends. Some of them say that it is of the devil, and that I am entirely led astray. But the more they persecute me, the more it becomes of importance to me to speak to my fellow-men. My relations will forbid me to speak to any about religion; but I cannot keep silent.

There are several here who are of the same opinion as I am. One man went $1\frac{1}{2}$ Swedish miles (about seven English) in order to speak to you. He hoped to have met you at Christianstad. There are also six or seven other brethren here who wish to obey the commandments of the Lord, and

who will not dissemble any longer with the established church. It is of the utmost importance for all to obey the Lord. Our enemies cannot find any part of the Scriptures to prove that their traditions and human inventions are of God; but they endeavor to prove that the church is right by the writings of the learned. Oh! that nothing might prevent us in following our Redeemer—neither father, nor mother, nor sister, or brother. It is hard to hear my mother say that I make them all unhappy, being of the family of priests. Yes, I have brothers and brothers-in-law who are priests in the service of the state church; but they are all of them opposed to me because I wish to be guided by the Bible and follow its doctrines. Dear brother, you can see from this that I require much to be strengthened by my dear Saviour, in order that I may not fear to suffer for his name's sake. In myself I have no strength.

There is also a colporteur here who, by the Scriptures has been convinced of the truth, and who is willing to take up the cross of Christ and suffer reproach for his sake. He is a dear brother and has received much grace of the Lord; so I hope that the Spirit of God will make him fit to follow the Lord and bear testimony of his grace.

Dear brother, pray for us that we may have grace given us to stand fast! God grant that we may meet again here on earth; but if this should not be permitted, that we may meet in heaven by our dear Redeemer.

Write soon to your afflicted sister,
GUSTAFVA NORDSTROM.

COMMUNICATIONS.

LETTER FROM REV. JOHN MILES.

Useful³³ of Converted Sailors.—Preachers to
o Albany Bethel.

MY DEAR BROTHER WARREN:—You said in your letter to me last April: "Let us hear from you." I have again and again purposed to comply; but knowing what many call my failing—

my "bluntness"—and that some editors reject all matter which is not smooth as polished silver; hence my delay. I have, however, purposed to write a little, and if it comes to light through the Magazine I may try again. It is part of my creed, that every one should espouse the cause of the sailor. He has been much neglected, and is

often oppressed by those under whose rule he sails; and, withal, he is subject to temptations and snares to which many others are utter strangers. He has a heart as susceptible of good as any heart, and more so than many who are more highly favored than he is. He would be very useful if converted, and if the once blessed pilot of the Galilean Lake dwelt in him. How many opportunities he has for doing good while cruising from port to port, and when in distant havens, perhaps where the natives

"Never heard a church-going bell,"

Jack would preach Jesus to them by his lip and life, doing it in the simplest style and with a warm heart. The influence accompanying the labors of such a "living epistle, known and read of all men," would be great and glorious.

The sailor can bear reproach and endure hardship better than many; he is inured to rough usage until it has become like second nature to him. Sailors were among the first ministers the Saviour employed; and though unlearned men, yet through Christ they acquired a knowledge of the science of salvation, preached the Word with all boldness, and many souls were led to surrender to the Lord Jesus.

Missionaries now employed may do good—nay, God be praised!—much has been accomplished through their instrumentality; but it is costly business, and Christians should be economical with public money, if not with their own, and should get as much work done as possible at the least expense. A converted sailor is a living flame; and while kept in the love of God, praying in the Holy Ghost, his tongue, oiled with holy unction, would be as the pen of a ready writer, and when used to set forth the dying love of the world's Redeemer, such conversation from a sanctified instrument (though wearing a tarpaulin hat and a monkey-jacket), under the blessed influence of the Spirit of God, would be as ointment poured forth—God's blessing would surely attend it, and many heathens be converted, while the work would be of the cheapest sort. * * * *

I was glad to see in your last number an article on "Sailor Preachers." But there are some even worse than these; I mean those preachers who never were sailors, and who never saw a ship or tasted salt water, except by faith. For such to attempt to use sailor phrases is to me the height of folly. I once invited a minister, who was staying a few days in this city, to preach in my pulpit; but he proved to be of the foppish fraternity, and the folly of his heart oozed out in his answer, or rather, his question; for, Yankee-like, he answered one question by asking another. He said: "If I preach for you, where can I get sailors' phrases?" I replied: "Get them from the Bible, or the Holy Ghost, or I have no wish you should preach for me." His presiding Elder was present and said warmly: "That's right, that's right!" He did not get the phrases, nor did he preach. Better be serving tables, or even peddling matches, than attempting to feed the souls of men with the hackneyed phrases peculiar to any calling.

The sailor needs the same truth as others to save him—"the truth as it is in Jesus." If any minister is more warm and clear in explaining that truth than others, he is the most suitable to be a sailor's preacher. While large-heartedness is requisite and kindness an indispensable disposition, zeal for God's glory and the salvation of souls will lead such a one to seek by prayer and faith a constant fellowship with the Father, and with his Son Jesus Christ.

I rejoice to say our meetings are good. God visits his people here in the Bethel. More sailors, especially more christian ones, attend our meetings than ever. The blessed Saviour is working, and sailors are finding mercy. Let all who labor for the seaman obey the orders of the captain of salvation, till he shall say "it is enough; come up hither!" Then it will be blissful to join the weather-beaten sailors of Galilee near the throne in heaven.

God bless you, and every one who has a heart to labor for the sailor!

Yours truly, JOHN MILES,
Chaplain of the Bethel,
Albany, N. Y.

A FACT IN RELATION TO THE ADVANCE.

About five millions of dollars, some say six millions, are yearly paid in the United States as advanced wages. Of this from a quarter to a half a million only go to pay the legitimate wants of a sailor. Even the bought clothes of the sailor are often exchanged for gin. A word to your conscience, ship owners. Can you answer to God for the nine hundred dollars you paid to sustain grogshops, brothels, and other forms of sin, out of that one thousand dollars advance, paid by you when your last ship sailed? *How can you meet it shipowner! at the judgment day?*

S. J. P.

A COINCIDENCE.

Mr. Editor:—I will by no means say what is the cause, but I will give a fact.

Ever since the merchants in our port resolved to give no more Advance, there has been a large increase in the attendance of seamen at the Bethel, Water St., above Walnut.

May we not look at it as a smile of our heavenly Father approving the effort? The sharks feel it. They look upon "no Advance," Sailor's Homes," and "Bethels," as all one.

They know well that if a sailor gets into the habit of going to church, that he is elevated and soon slips from their teeth.

Several ships have been got off on the new system manned with steady able seamen.

But I fear our merchants are going to allow themselves to be blackguarded and bullied out of their noble resolve. Alas! *ruled by a few low, vile brute beasts!*

I fear there will be delay yet and that the underwriters will have to do this work, whom, I have always contended, are the only ones who can do it effectually; and it certainly is to their great interest to do it. They, or some power, *must do it, or commerce is ruined;* for the losses after awhile will become so great, that it will not to give us a school-ship, and hope to

pay to put money in ships, or insure them when built.

May the great Head speed the right.

Yours, in Christ,

J. B. R.

Phila., Aug. 12, 1857.

THE SCHOOL-SHIP.

MR. EDITOR:—I have read your last Report with great pleasure, and I am rejoiced to perceive the great work which is progressing among seamen, and I am rejoiced to see the movement in regard to the abolishment of the month's advance. Fifteen years ago I felt it my duty to point out as one of the great hindrances to the progress of the gospel among seamen—the month's advance; and I only hope every seaport will adopt similar measures, and we shall soon see the pennant once more at the mast-head.

But there is another suggestion which many years ago I gave to the friends of the sailor, which, I am rejoiced to learn, Baltimore has taken up and acted upon. It is the establishment, by Government or States, of the system of the school-ship.

I will endeavor to point out a few of the advantages this plan has over the general apprentices system. In the school-ship the boys, while obtaining their mental and nautical education, will be, in a great measure, removed from the contaminating and immoral influences to be met at the present time in the fore-castle. 2ndly. It will be a more economical plan. For it is known, from the experience of England, that for the first three years apprentices are an expense to ship-owners; and perhaps at the end of that period, when they begin to be of some service to ship-owners, they are induced to run away; and this is the reason England has abolished her compulsory apprentice system. And what England has done away with, America now wishes to adopt. It would be well, Mr. Editor, to examine into the comparative advantages of the two systems, and let us adopt the one which will give our merchant marine the best men.

I am trying to get South Carolina

succeed. Let your valuable Journal take up this subject; and the more you look into it, I think you will favor the school-ship.

WM. B. YATES,
Chaplain, Charleston.

JACK'S PECULIARITIES.

Some twenty years ago, at the first establishment of a Sailor's Home in this city, there came about thirty of the sons of Neptune to engage board at this institution. They came from the U. States' ship North Carolina, then just arrived from her three years' cruise. They were headed by a boatswain—a fine specimen of a sailor—and he was the principal spokesman, while the others appeared to leave every arrangement entirely with him.

Jack approached the superintendent with a Sailor's Magazine under his arm, having on its cover a cut of the house, the name of the keeper, and its number and location.

After satisfying himself that he had boarded the right ship, according (as he said) to one of the lieutenants' orders, and found every thing thus far ship-shape, he began catechising the superintendent, no one else of the party being allowed to speak or interfere until he had finished. If interrupted, he would quaintly remark—"One at a time and it will last the longer," as he went on propounding his inquiries.

His first inquiry was: "What time do you lock up this craft o' nights?" The answer to this was, about eleven o'clock; but if men came home sober and orderly they would always find admittance by ringing the bell.

"To this he said: "That is all right—nothing like discipline!" turning his eyes shrewdly toward his ship-mates, who were sitting and listening. The next question was: "What time do you rouse us out in the morning?" The answer to this was, that the bell was rung about six o'clock in the morning for the men to get ready for breakfast at seven.

"What then?" said the boatswain.

About half-past six you will hear another bell, and that is intended to call the men together to have prayers. Here was a pause and a general con-

sultation among the men in a low tone of voice, in which many opinions were given extremely interesting, and not unheard by the superintendent, who quietly awaited the result of their deliberations. This was soon announced by the boatswain in about this language: "Well, sir, we have concluded that you may book us; nevertheless," said he, "that second bell business—that prayer business—we are not much acquainted with; but we have made up our minds to make the best fist at it we can."

And thus came a gang of thirty man-of-war's men to the Sailor's Home, who proved to be as orderly a set of men as ever boarded there, and who were paid off in about two weeks with over eight thousand dollars, more than a third of which was deposited in the Seamen's Bank for Savings; while a good amount was sent home, or taken by the men themselves, who (in more than one case among those men) visited their aged mothers and deposited with them a portion of the earnings of that cruise in the United States' ship North Carolina.

Every rule of the house was cheerfully obeyed; and none were more attentive to the call of the second bell than these men, who soon found that they were not expected to take such a part in the exercises as they supposed would devolve upon them, and had only to listen to the Word of God as a portion of it was read, and then devoutly kneel as, in a short prayer, thanks were returned for God's preserving care and his guiding Spirit invoked to rest upon them, giving them grace to resist temptation through the day they had begun. Some of these men learned to pray who never prayed before, and none of them ever regretted that they had "booked themselves" for the Sailor's Home.

R. G.

THE PRODIGAL RESTORED.

Soon after the first of January last I received a letter from a northern State inquiring for a sailor who had left home in childhood. The father, mother, and sister, seemed to be mourning for a once promising lad who, whelmed in the gulf of the sail-

or's thoughtless and sinful life, was beyond their control. They had sent him money to pay his expenses, but the landsharks had got it, as well as the small amount he had saved from his wages. The plot, not a new one, but common in Boston, New York, Mobile and elsewhere, was as follows: The sailor youth walks into a "boarding house" in Liverpool and lets it get out that he has money. The landlord tries rum and whiskey and English ale, in vain. He was not to be duped when drunk. At length the landlord pretends that he has made a great deal of money, and wants to get a smart young sailor to help him, just such a one as our young Jack is. He gets him to deposit the money he has as *capital* in the boarding house, but gives him only verbal promises as security. The money arrives which was sent to bring him to the happy fireside at home. This is added to the supposed capital in the boarding house. The young sailor works for nothing but his board for a few weeks, till exhausted with day and night labor;—the old shark on some slight occasion gets angry and turns the sailor out of his house; presents a false bill that absorbs all the deposited money and leaves him deeply in debt; then ships him for a sea voyage, taking all his advance to pay the false charges against him, and leaving him still in debt. Thus he arrived at Mobile. Such are the "boarding-house keepers" and shipping masters that outwit your Chambers of Commerce, and the combinations of your first merchants. Millionaires are ruled and dictated to by a swarm of catchpenny sailor sharks.

Thus were matters when the letter reached me. I boarded the ship, but found the young sailor's mind poisoned by the lies of the sea against Bethels and Chaplains, Homes and Bibles, even his *parents*. However I saw the captain and arranged that he should leave the ship, another man taking his place. He came to us. He remained a few days on the Bethel Ship, when I tried to ship him to the kind parents and friends who were waiting to see him. But the New-England captain could not have a "Bethel Sailor."—
"He'd raise —— with his prayers

at sea." I replied he is an able bodied seaman, and will do you no harm.—
"Well we can't have praying on this ship, we don't want him." So our protege was compelled to wait a month. This is a specimen of many a Yankee and American sea captain; clever in his business, but godless, heartless, and utterly selfish. At last we found a vessel and sent our sailor on. A glad father, in a small boat, boarded the ship as it approached the docks, and the car sped him to the home where a mother kissed with tears of joy the returned son, and a sister blessed him. That was a happy home.

A few days ago I met these friends, for a few moments. With tears they thanked me for returning to them the loved and lost one. The father and son are now partners in business.

S. J. PARKER, M. D.

Fruits of Seamen's Generosity.

From small causes great effects sometimes proceed. From even an act directly designed for a given end, different and higher results from those immediately contemplated may flow, yet the proper product of the original act. A gift to one as a token of friendship and affection, may excite in the receiver a desire to make the present conducive to the greatest good: and should it be contributed to some benevolent and noble object, honor is thus put upon the first donor. For, the kind heart that moved him to make another the present of friendship, enkindles in that other a kind heart towards the destitute and needy. The present being esteemed too highly to be used on one's own person, is, from respect to the original giver, put into such form as will be a lasting monument to the praise of the beloved friend; so that, through the first receiver, through the second also, and the third, the honor of the final achievement goes back to the starting point—to the original giver—in the case now to be described, to the *sailor*.

The following sketch of history furnishes a striking illustration of the thoughts just expressed:—

"The *Connecticut Missionary Society*, an institution which has been great

and lasting advantage in a religious and moral point of view, had its origin in this Society [the Congregational Society of West Haven, Conn.] A lady of this parish, Miss Kimberly, having had four or five dollars presented to her by her brothers, who were *seamen*, gave it into the hands of her pastor, the Rev. Mr. Williston....., with a request that he would apply it for the purpose of supplying those that were destitute, with the preached gospel. Mr. Williston, soon after attending the General Association, mentioned the gift and the object to his brethren, who, taking the subject into consideration, formed the Society above mentioned."

Thus, from the original gift of *seamen* to a sister sprung the Connecticut Missionary Society, some half century ago, which was parent to many other

benevolent societies, *preceding* indeed nearly all others in this country—the parent, directly, to the American Home Missionary Society, and to others kindred to this, and, indirectly, to the A. B. C. F. M., the Am. B. Society, the Am. S. F. Society, and very many others. See, then, what a mighty combined stream of benevolence, starting from the fountain of the sailors' generosity, now flows over nearly the entire earth, bearing on its bosom the means of salvation to those on land and sea who were perishing for lack of the Word of life!

Let seamen be incited by this narrative, directly to donate of their savings to purposes of doing good: and, possibly ere they slumber in death, they may behold the rising monuments of their generosity.

E. C.

THE CABIN BOY.

The answer to the enigma of H. B. E. in our last is "Missionary Ship Morning Star." That of E. S. F. "Switzerland of America."

Answers to conundrums by E. S. F.

1. Because it is the capital of Mass.
2. I taken from XIV leaves XV.
2. A basket, (base-cat).
4. Plague.

We would say to W. G. B., that the name of the unhappy individual on which he founds his enigma is too notorious. We do not wish to soil our pages by mentioning it.

E. N. W. has forgot the conditions on which we accept enigmas.

ENIGMA BY C. W. H.

I am composed of 25 letters.

- My 17, 8, 1, 24, 22, 6, 11, is a sail found on all ships.
 My 25, 12, 17, 3, is one of the cardinal points of the compass.
 My 23, 2, 21, 12, 16, is an Island on the coast of Scotland.

My 18, 14, 18, 9, 25, should be found in all seamen's chests.

My 10, 8, 15, 21, 3, 10, is a seaport in Portugal.

My 19, 12, 2, 21, is a spar found on all ships.

My 7, 25, 18, 6, 5, is a kind of vessel in the Mediterranean Sea.

My 4, 10, 16, 14, 1, is the name of a whale ship from New Bedford.

My whole is an interesting book for all sailors to read.

CONUNDRUMS.

"Speaking of Conundrums," said Old Hurricane, stretching himself all over Social Hall, and sending out one of those mighty puffs of Havana smoke which had given his name, "Can any of you tell me when a ship may be said to be in love?"

"I can tell—I can," snapped out Little Turtle.—"It's *when she wants to be manned.*"

"Just missed it," said Old Hurricane, "by a mile. Try again. Who speaks first?"

"I do, secondly," answered Lemons.
"It's when she wants a mate."

"Not correct," replied Hurricane.

"The question is still open."

"When she's a ship of great size,"
 (sighs) modestly propounded Mr. John Smoothly.

"When she's tender to a man-of-war,"
 said the Colonel, regarding the reflection of his face in his boot.

"Everything but correct," responded Hurricane.

"When she's struck back by a heavy swell," suggested Starlight.

"Not as yet," said Old Hurricane.

"Come, hurry along!"

"When she makes much of a fast sailor," cried Smashpipes.

Here there was a great groan, and Smashpipes was thrown out of the window. When peace was restored, Old Hurricane "propelled" again.

"You might have said: '*when she hugs the wind,*' or, '*when she runs down after a smack,*' or, '*when she's after a consort,*' or something of that sort. But it wouldn't have been right. The real solution is—*when she's attached to a buoy.*"—Merry's Museum.

THE BOOT BLACK—A STORY FOR BOYS.

About a hundred years ago there lived in the city of Oxford, England, a boy whose name was George. He was very poor, so much so that he was compelled to clean the boots of the students at the University to obtain money with which to buy the necessaries of life. His countenance was one of no ordinary appearance.—His eye was keen and piercing; his forehead noble and lofty, and every feature of his face was perfectly developed. By his easy and polite manners, his obliging disposition, and his warm and generous nature, he soon won the confidence and esteem of many of those upon whom he waited. The poverty of clothing served better to show the richness of a mind which only needed cultivation to make it one of the brightest in the whole country. The students of the University seeing such noble qualities in their lowly and humble boot black, determined to educate him, and many of them devoted no little of their time to that purpose. They found him rea-

dy, and willing, and studious. He lost not a moment of his precious time; but applied himself diligently, perseveringly to his studies, and soon became an equal, if not superior to some of his instructors.

His advancement was very rapid; so great was it that numbers were unable to recognize in the gifted and talented young man, the once poor and needy boot black. About this time there was a great change in the religion of England. There arose a sect, which from the peculiar habits of its members, their strict observance of the Sabbath, their faithful reading of God's word, and their frequent and stated engagements in prayer, was called Methodists. With this party George immediately connected himself, and soon became one of the ablest and most consistent members. The youths who once sought his company, now treated him with sneering contempt.

Those who once considered him a man of extraordinary abilities, then considered him a reckless fanatic, and avoided his society as they would that of a worthless drunkard. All this did not move him. He was as firm as a rock. Nothing could change him. Like Moses he preferred a life of Christian consistency to the enjoyment of sin for a season. His unchanging conduct won for him many warm and ardent admirers, and numbers who formerly branded him as a fanatic became his best friends. I have not the time, children, to say much more concerning the character of this young man. It will be sufficient to add, that he soon became one of the most pious and talented preachers in England, and such numbers flocked to hear him that the largest houses in London could not contain them.

He preached in the open fields to thousands upon thousands, and the great amount of good which he did, eternity shall tell. Dear boys, do not mind the sneers of your companions. Do your duty, let the consequences be what they may. Be industrious, energetic. Don't mind difficulties. They only make your arm stronger, and your heart braver. If this poor boy could arise from the lowly position of a boot black to that of one of

the most pious and eloquent preachers England ever produced, can not you go and "do likewise"? You have no idea what you can do till you try. Energy combined with earnest prayer

will accomplish the most difficult task.

Boys, would you like to know the name of the boy who blacked the boots of the students at Oxford University? It is GEORGE WHITFIELD.

MISCELLANY.



THE JURUJUBA HOSPITAL RIO JANEIRO.

[Through the kindness of Messrs. Childs & Peterson, the enterprising publishers, we have been favored with a copy of the work just issued on "Brazil and the Brazilians," by Rev. D. P. Kidder, D. D., and Rev. J. C. Fletcher; the latter late seamen's chaplain at Rio, and now Agent of the Am. S. F. Soc. in Maine. It is profusely illustrated with engravings, the plates of two of which have been sent us. We give one of them above, with a

brief description. We hope to notice the book more particularly hereafter.]

New hospitals were arranged for the reception of foreign mariners stricken down with this fell malady (yellow fever); but none have been so well appointed, so well regulated, and so eminently successful, as the hospital of Jurujuba, under the supervision of an able medical committee, of which Dr. Paulo Candido is the chief. The principal visiting and attending physician is Dr. Correo de Azevedo, a gentleman of great affabil-

ity and experience, speaking ten different languages with fluency, and who is a universal favorite among his patients from all parts of the world. Every day during the year the little steamer "Constancia," bearing Dr. Azevado and his assistants, passes through the entire shipping, receiving the sick, and then transports them to the southern shores of the St. Xavier's or Jurujuba Bay. The hospital is situated in the midst of perpetual verdure, and where the ocean and land breezes are uncontaminated by the many impurities of a vast city. Here are excellent and kind nurses, who co-operate with the physician in promoting the recovery of the invalids.

Jurujuba Hospital was for me a place of frequent visitation during the presence of the dreaded yellow fever. How many a poor wayfarer of the deep I've seen here and on shipboard, far away from country, home, and relatives, go down to the grave! How often, too, have I witnessed the power of that "hope which maketh not ashamed," as I have caught from dying lips the last loving messages sent to a distant father, mother, or sister; or as I have listened to the triumphant hymn which proclaimed the victory over the last foe to man!

A more particular account of this interesting institution was furnished us some time since by the Rev. J. Stockbridge, chaplain in the U. States' Navy, which we here subjoin:—

The great mortality from yellow fever among the shipping in the harbor of Rio de Janeiro during the years 1852 and '53 showed the necessity of a better system for treating the sick sailor than then existed, or the business of the city would be greatly injured. This necessity was the mother of the "Marine Hospital of St. Isabel," an institution which, in the liberality of dispensing its favors, is without a parallel in the world. The annual expense of this hospital is about forty thousand dollars, and is paid by the subscriptions of wealthy merchants and capitalists, headed by the Emperor; patients pay nothing.

Every morning at about nine o'clock the little steamer, having a dispensary well supplied with medicines and a

doctor on board, leaves her anchorage and passes slowly along among the shipping in all parts of the harbor. The signal to indicate that there is a sick man on board a merchant vessel, is made by hoisting the colors at the main. Wherever that signal flies, there the steamer goes and takes the sick on board, who are immediately attended by Dr. Azevado, a skilful physician and surgeon, who, among his many accomplishments, has the knowledge of several languages and speaks English perfectly. The steamer is usually three or four hours accomplishing her rounds, and then she goes to the hospital, which is situated on "Five-fathom Bay," a beautiful sheet of water just inside the mouth of the harbor, on the starboard hand going up. The name given to the immediate locality of the hospital is Jurujuba, which is about five miles from where most of the shipping lies.

The buildings are situated on the side of a mountain which rises from the water's edge at so large an angle that a terrace is necessary for the site of a building. On that terrace, which is supported by a heavy wall, stands the house that was first used as the hospital, it being at the time of the purchase a private residence. A few rods higher up the mountain stands the hospital, which is a new structure, and in all its appointments is admirably adapted to the purposes for which it was built. The mountain side is mainly covered with a variety of tropical forest trees which, the year round, "stand dressed in living green," and shade the streams that are collected in a reservoir about two hundred rods to the right of the hospital and supply all the shipping with water.

In passing through the wards of the hospital, the writer noticed particularly that they were well ventilated and cool, and that there was none of that odor peculiar to a sick room that is not kept scrupulously clean. Indeed the strictest cleanliness is enforced. Patients are put in clean clothes and in a clean bed immediately on their admission, and, if necessary, clean clothes are supplied every other day. The bed on which a patient dies is immediately burnt.

Representatives of nearly all the

leading commercial countries of the world are usually found in the hospital of St. Isabel, though many sailors are sent to "Misericordia," a hospital in the city whose immensely rich treasury receives the hospital money paid by the shipping.

The convalescent sailor has a large territory to roam over, and can enjoy, under the refreshing shade of the mango tree, breathing the delicious perfume of the orange blossom, most of the comforts of a tropical home; and at the same time, delight himself with one of the most magnificent views, of water and mountain, that the world affords. The medical treatment at the hospital indicates in its results the presence of skillful practitioners. It is doubtful if the sick sailor is better cared for in any port of the world than in the hospital of St. Isabel.

In regard to the spiritual necessities of the sailor, there is nothing to hinder his being visited by a clergyman of his choice of whatever creed. The writer distributed tracts in that hospital and, indeed, in many places in Brazil without finding a limit to liberty in that direction. Indeed, he enjoyed greater religious liberty on the soil of Brazil than he did on the decks of an American frigate in the harbor of Rio de Janeiro. The patrons of St. Isabel founded the hospital on the widest basis of liberality, and, in the exercise of a large charity, will encourage the visits of such persons as are able to give spiritual advice and comfort to the foreign sailor.

THE "GREAT EASTERN" STEAMER.

The following particulars of this enormous steamer, derived from the *London Mining Journal*, will be of some interest to our readers. According to the *Journal*, she will carry 12,000 tons of coal, 8,000 tons of merchandise, and 4,000 passengers. The object of building so large a vessel is the economy that will be effected by being able to stow sufficient coal to carry her round the world. She will save about £9,000 per voyage to Australia in this item, by carrying sufficient to take her there and back, instead of having to coal at Australia. Owing to her length, she will not pitch, and will roll less than

any ship that ever swam. She will be the strongest ship in existence, being built upon the principle of a hollow iron beam.

There are ten bulkheads, or water-tight compartments; and there are longitudinal bulkheads, also water-tight. She is a double ship, complete and perfect, the internal hull being supported by boiler-plate stays three feet deep, and about the same distance apart, and riveted with angle iron joints to the external hull, thus forming a cellular piece of work similar to the top or roof of the Menai Bridge, and as strong as solid iron. This extends from the bottom of the ship, thirty feet up each side, until the first deck is reached. The two lower decks serve as bridges or stays; and the main deck is similar to the hull, (cellular in construction,) being in two parts braced together, making a fabric of immense strength. Were two of her water-tight compartments filled with water she would hardly be inconvenienced.

This noble vessel is 608 feet long, 83 feet broad, and 58 feet deep from her deck to the floor of her hull. Her tonnage is 22,500 tons. She will be propelled by two paddles and a screw. The paddle-wheels are 56 feet in diameter, and the screw is 24 feet in diameter. The four engines to propel the paddle-wheels are equal to 1,550 horse-power, and the four engines to propel the screw are equal to 1,700 horse-power. She will have five funnels, connected to ten boilers, and six masts, which will carry acres of canvas.

Four of her masts will be of iron—the two next the stern and compass of the ship will be of wood. Her crew will consist of 500 seamen. How many boats she will have we cannot say, but she will have abaft her paddle-box, on each side, a screw steamer 100 feet long. The whole ship will be lighted with gas. Her speed will be 15 knots—equal to 17½ miles per hour—and she will go to Port Philip in 36 days. Her dimensions as compared with some other steamships are as follows:

	Launched.	Dimensions.	Tonnage.
Great Western	1838	236 by 36½	1,340
Great Britain	1844	322 by 51	3,443
Himalaya	1853	370 by 48½	3,550
Persia	1856	390 by 45	3,400
Great Eastern	1857	608 by 83	22,500

The vessel rests on two large cradles

of wood, and will glide into the water side-on. She will be launched at low water, and will draw when light 16 feet—when laden, 36 feet. She will be launched in August. Although this noble monument of human skill was built for the requirements of commerce and peace, she might prove, if need be, a powerful engine of war.

Her immense capacity, (22,500 tons) her own weight, (12,000 tons,) driven at the rate of nearly 20 miles an hour, (the speed of a railway train,) her bows as sharp as a knife, would cut through the most formidable war ship afloat, if run into her. She could not be caught—could run down any ship, and biding her time, could demolish a fleet.

THE MISSIONARY PACKET.

BY MRS. M. D. STRONG.

We hail thy white sails gleaming
On this far distant strand,
Thou "Star," whose welcome beaming
Shall lighten many a land;
We hail thee, gladly sharing
In this blest work of love,
Our bannered offering bearing,
The star and peaceful dove.

Go, bear our youthful brother
The Saviour's love to tell,
Where many a heathen mother
And dark-souled father dwell;
Go, cheer our loved ones, toiling
Neath Micronesian skies,
And where, from blue waves rolling,
Marquesan shores arise;

'Till, 'mid the sunny highlands
And o'er the valleys green
Of all our tropic islands,
The dawn of light is seen;
And news of grace surprising—
Glad tidings from afar
Attend the glorious rising
Of this our "Morning Star."

The white waves curl before thee—
God shield thee on the deep!
Their tireless vigils o'er thee
May hov'ring angels keep!
Our blended prayers ascending
Thine ocean path shall mark,
To God each day commending
Our consecrated bark.

GEORGE STEERS.

The following sketch of the life and exploits of the celebrated American ship-builder, George Steers, we take from the *Phrenological Journal*:—

As the first ship-builder in the world, George Steers occupied not only a highly honorable, but a most important position; and his death at the early age of thirty-seven, in what appeared to be but the vestibule of his usefulness and his fame, is a loss not to his country merely, but to the world—not to this generation alone, but to all time. He stands really higher than any of the crowned monarchs of the age. His achievements have made him the monarch of the ocean, and given him an empire that belts the globe, and a reign as durable as the existence of the human race. Bacon, Harvey, and Newton, Franklin, Watt, and Fulton, Cartwright, Morse, and Steers, shall be quoted by remotest generations with affectionate reverence, for real services rendered to the race; while the Charleses, the Henrys, the Louises, and Georges, shall stand in the calendar of time known chiefly by the *number* attached to the names they bore.

He has demonstrated the possibility of a thorough reform in ship-building, but he never made two alike; yet each has surpassed all precedent. What he would have done in the development of now unknown models, is locked up in the mysteries of death. May we not hope, however, that his gigantic success will serve as hints to others, who shall be able to carry them to perfection? In his strong constitution and firmly knit frame, his large and well developed brain, combining all the qualities of the engineer, the mechanic and the artist, one finds a solution of those powers which have written his name as a naval architect above all who have gone before him.

The builder of the yacht *America* and the steamships *Niagara* and *Adriatic*, was born in the year 1819, in the District of Columbia. Before he was ten years of age he removed to New York city. Mr. Steers from boyhood devoted his whole time and energies to the study of naval architecture; outside of that pursuit he had no am-

bition, sought no triumph. The success Mr. Steers met with was not the result of accident, but the development of an early conceived principle, which he carried out in every vessel he built. His system conceived when a mere boy, and now illustrated in the form of the Niagara and Adriatic, is based upon the assumption that for a vessel to sail easily, steadily and rapidly, the displacement of water must be nearly uniform along the lines. When he laid the keel of the pilot boat Mary Taylor, he engaged in advance to make a faster, a dryer, and a steadier craft, than had ever left the port of New York, so confident was he of his power, and he succeeded exactly according to his expectations. Previous to this achievement a vessel had never been built where the center of displacement had not been forward of the beam. Fears were generally entertained that this "new form" would prove a failure. Some predicted that this vessel would plunge under water, others thought that in rough weather no one could live on deck, all of which prophecies are certainly contradicted by fact. For encountering less resistance from the narrow bows, the vessel went faster, and experienced no corresponding strain, and suffered no more in rough weather than in the summer breeze.

The advantages of Mr. Steers' system of ship-building may be thus summed up:—First, greater speed with the same tonnage and canvass. Second, greater stability in the vessel—that is an increased hold upon the water. Third, greater evenness and equality of motion, resulting from an equalized leverage—since the masts, as levers, work more uniformly upon the fulcrum of the ship. Fourth, greater endurance, because there is less strain in rapid sailing, or in rough weather. Fifth, steadiness of motion which enables her in sailing to keep close to the wind and lose but little leeway.

Mr. Steers had scarcely reached the prime of life, and yet he achieved much for the honor of his country in the triumphs of naval architecture.—At ten years of age, for his own amusement, he built a scow eight feet long, which an older brother broke to pieces lest George should get drowned.

After some little experience in boat-building, at the age of sixteen years he built a sail boat sixteen feet long, named Martin Van Buren, which beat the Gladiator three miles in a race of twenty-four, at the time creating immense astonishment.

At eighteen years of age, he built the row-boat John C. Stevens, thirty feet long, three feet ten inches in beam, thirteen inches deep, and with a full crew on board, drew only four inches of water, and weighed but one hundred and forty pounds. Beat the Unexpected, the Sylph, the Brooklyn, J. W. Willis, Johnny on the Green, and many other well-known boats. Upon examination it was shown that she was the lightest, as she was believed to be the fastest boat of the kind in the world.

At nineteen, he built the Manhattan sail boat of twenty-seven tons, forty-four feet in length, fourteen feet eight inches beam, six feet deep. At twenty-one, he built the pilot boat Wm. G. Hagstaff, for the Jersey pilots. Her speed was so great that she passed with ease any of the boats belonging to the New York pilots, creating a deal of animosity among the New Yorkers against its builder. This boat was sold and carried to California, and was finally wrecked at the mouth of the Columbia River, and every remnant left from the storm was burnt up by the Indians.

The Syren and Sybil were next built for the New York Yacht Club, are still in existence, very fast and very popular boats.

In 1842 Mr. Steers built the schooner St. Mary the First, of two hundred and fifty tons burthen, which could beat any schooner that ever went outside of Sandy Hook. This vessel was finally sold to the government in the Mexican war to carry two great guns to Vera Cruz, to be used in the bombardment of that city. She is now running regularly between Baltimore and Rio Janeiro.

In six weeks' notice he built one small steamer for Seneca Lake, which gave entire satisfaction to the owners. In the year 1844, he built two steamers for Lake Ontario.

The Genesee Chief, built in sixty days, of four hundred and fifty tons,

is still running, and is considered the best boat ever on the lake.

The yacht *Una*, built for J. M. Waterbury, was never beaten in a race until George Steers built a boat that accomplished it. The *Cornelia*, a schooner built for the Yacht Club, was very fast and gave universal satisfaction.

The *Queen of the West*, built at Buffalo, is the fastest and smoothest going boat in the world. Six boats, of the same size and for the same line, were built at the same town by other parties, but none of them ever approached the *Queen of the West* in speed or comfort.

The world-famed yacht *America*, one hundred and seventy tons, was commenced in December, 1850, and left for England in the month of June following. The yacht *Silvie*, one hundred tons, was built at the same time, and is now owned in England. She is very fast. The *America* in the celebrated race sailed sixty miles, and beat all England nearly one-third the distance.

Then follows the bright array of names so familiar to the public: of the *Mary Taylor*, M. H. Grinnell, the yachts *Julia Ray*, *L'Esperance*, *Widgeon*, *Cygnets*. Then came the *Pride of the Seas*, a schooner of two hundred and forty-seven tons, that has beaten the time of every other sailing vessel in the world. We also have the *Viguero*, a propeller for Cuba, and the ship *Sunny South*, of seven hundred and eighty tons. The *Sunny South* has beaten every vessel she ever came across in her trips to San Francisco, China, and back to New York. These triumphs overcame at last all opposition, and established for the architect a reputation that forced itself upon the nation, and secured a world-wide fame.

The fact that Congress decided to add to our navy six war steamships, was received throughout the country with pleasure. The construction of these ships became a subject of discussion, some urging that they should be built by contract by some of our eminent ship-builders, and others contending that they should be built in the usual way at the government navy yards.

Five of the vessels were handed over to the old foggy contractors of the government, but the wide-spread reputation of George Steers triumphed in the construction of the sixth, so far as this—he was selected as its builder, and, with the exception of the propulsive power, in the quality of the canvas, the ground tackle, in the kinds of anchors, and one or two other unimportant things, *he has been allowed to exercise his own judgment, both in the model and manner of construction.* It is hardly necessary for us then to say, that the *Niagara* is the only one of the six steam-frigates which were authorized to be constructed by the late Congress that has not been entrusted to a government builder; and we may think that the country is indebted to Mr. Dobbin, Secretary of the Navy, for his enlightened liberality in bestowing so distinguished a mark of respect upon Mr. Steers, the renowned builder of the yacht *America*, as to allow him the privilege of exhibiting his talent in the construction of this ship. Mr. Steers appreciated the importance of his position, and assumed it with full knowledge of its immense responsibility. The ship originating as we have described, now rests in triumph upon the limpid wave, soon to plume its wings, and carry the triumphs of American genius and American power to the distant quarters of the globe. The *Niagara*, in measurement, is not only the largest of the six war steamships, none of the others reaching two hundred and seventy-five feet in length, but we believe her to be superior to any of them in model; that her manner of construction displays a better distribution of materials, and also that she is the best piece of nautical mechanism ever seen in this or any other country.

The launch, which took place at the Brooklyn navy yard about the 1st of March, was a complete success; and the beautiful frigate, as she sat swan-like upon the water, excited the admiration and enthusiasm of every beholder. George Steers, who stood at the end of the dock, fairly leaped from the ground in his exultation; and as his friends showered their congratulations upon him, he must have felt for the moment supremely happy.

The next and the last great work of our subject was the Collins' steamer *Adriatic*.

This beautiful vessel, the greatest triumph of American art which we have yet been called on to chronicle, was launched from the ship-yard of James and George Steers, at the foot of Seventh street, at 11 o'clock, on Monday, the 7th of April, 1856. The crowd in attendance was larger than was ever before known in this city on any similar occasion—having been computed at 100,000 people.

* * * * *

She is, doubtless, the most beautiful ship ever designed and constructed by an American artist. She is the largest wooden ship in the world—is considerably larger than the iron steamship *Persia*, of the Cunard line, and is only surpassed in size by an iron steamer now building in England, called the *Great Eastern*, whose dimensions, as they are reported to us, almost surpass belief. The steamship *Atlantic*, when completed, some seven years ago, was regarded as the consummation of marine architecture. She was then the largest and most perfect ship that carried the American flag. But neither she, nor her honorable successors in the Collins' Line, have satisfied the daring ambition of ship-builders, whose genius, becoming bolder and more skilful every year, now presents to our admiration the most complete masterpiece of their art yet produced.

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DEATH OF SECRETARY J. C. DOBBIN.

The Hon. James C. Dobbin, late Secretary of the Navy, died on the 4th ult., at Fayetteville, North Carolina, in the 43d year of his age. He was a native of North Carolina and was born in January, 1814. He was educated at the University of his native State, graduating in 1832, after which he studied and practised law in Fayetteville. In 1845 he was elected a representative to Congress, where he served one term and declined a re-election. In 1848 and 1850 he served as a member of the legislature of North Carolina, being chosen speaker in the popular branch during the

session of 1850. He was a delegate to the Baltimore Democratic Convention of 1852, and was active in securing the nomination of General Pierce for the Presidency. In the same year he was again elected to the State legislature. He was next called by President Pierce to the position of Secretary of the Navy, in which he is believed to have performed his duties with exemplary fidelity to the public interests, showing uncommon zeal to strengthen and augment the department which had been confided to him. Among the acts distinguishing his term of service may be mentioned the aid furnished by the government in Dr. Kane's last Arctic Expedition, the employment of Lieutenant Berryman to survey the Submarine Telegraphic Plateau, and the selection of the steam frigates *Niagara* and *Susquehanna* to lay the submarine cable from Ireland to Newfoundland.

Mr. Dobbin was highly esteemed both in private life and for the honesty, courtesy and efficiency with which he discharged his public duties. He was of a delicate constitution, and during the four years previous to his death was evidently suffering from wasting disease. At the time of his death he was a widower with three children.

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SEAMEN IN FOREIGN PORTS.

A meeting for instituting missions to seamen in foreign ports, was held lately in London, under the presidency of the Earl of Shaftesbury. The noble chairman, in his address, explained the object of the newly-appointed Society, which was to make provision for the spiritual welfare of our seamen at home, and more especially abroad, there being, from authentic accounts in the Society's possession, 166,285 seamen annually frequenting foreign ports, and left almost wholly unprovided with Christian instruction when abroad. The society purposed approaching the sailor on his own element, and from to ship to ship, and preaching the Gospel to him, by means of chaplains and lay agents, whose sphere of action would be the wind-bound shipping in roadsteads, or vessels lying in harbors and docks.

**Tonnage of Sail and Steam Vessels in the United States, for the year
ending June 30, 1856.—[From Pub. Doc.]**

I. FREE STATES.

	SAIL VESSELS.	STEAM VESSELS.	TOTAL.
MAINE,	773,738	7,438	781,176
NEW HAMPSHIRE,	34,183	407	34,590
VERMONT,	2,957	4,492	7,449
MASSACHUSETTS,	873,287	18,081	781,368
RHODE ISLAND,	45,883	2,101	47,984
CONNECTICUT,	101,824	5,780	107,604
NEW YORK,	1,284,295	224,516	1,508,811
NEW JERSEY,	83,421	18,507	101,928
PENNSYLVANIA,	189,607	61,414	251,021
OHIO,	67,048	39,511	106,559
MICHIGAN,	27,969	34,656	62,625
INDIANA,	—	216	216
ILLINOIS,	51,530	9,889	61,419
WISCONSIN,	16,974	1,517	18,491
CALIFORNIA,	55,027	28,664	83,691
	<u>3,607,743</u>	<u>457,188</u>	<u>4,064,932</u>

II. SLAVE STATES.

DELAWARE,	17,565	2,715	20,280
MARYLAND,	220,896	16,010	236,906
VIRGINIA,	64,466	12,992	77,458
DIST. OF COLUMBIA,	16,815	4,151	20,966
N. CAROLINA,	39,856	4,123	43,979
S. CAROLINA,	53,636	8,389	62,025
GEORGIA,	26,519	5,924	32,443
FLORIDA,	9,529	847	10,376
ALABAMA,	19,972	18,471	38,443
MISSISSIPPI,	2,081	762	2,843
LOUISIANA,	107,962	57,237	165,199
TENNESSEE,	—	9,396	9,396
KENTUCKY,	—	32,815	32,815
MISSOURI,	5,826	38,745	44,571
TEXAS,	5,709	3,311	9,020
SLAVE STATES,	<u>590,832</u>	<u>215,886</u>	<u>796,720</u>
FREE STATES,	<u>3,607,743</u>	<u>457,188</u>	<u>4,064,932</u>
	<u>4,198,575</u>	<u>673,074</u>	<u>4,871,652</u>

A BAPTIST BETHEL SHIP.—We learn that a movement is in progress among the Baptists in Boston, for the formation of a "Mariner's Bethel Mission Ship Company," and the building of a first class ship, to be called the "Adoniram Judson," raising the funds by issuing certificates of stock, as in the case of the Morning Star. It is intended to put the ship into a profitable

business, and to devote one-half the income to missionary objects.—The other half is to yield a dividend among those who take stock to the amount of \$50 or more. The ship will be officered and sailed by men of known ability and piety, and will be a *Floating Bethel*, whether in port or on her voyages.

The Toronto Globe publishes a list of Canadian vessels. In it are enumerated 48 steamers, 12 propellers, and 172 schooners, in all 227 vessels, the tonnage of which amounted to 40,037 tons, and the estimate value of which is \$2,127,950. This list does not include scows and other small craft engaged in the wood and stone trade along the South Shore.

WHERE LAST OF ALL?—A Hindoo, of a thoughtful, reflective turn of mind, but devoted to idolatry, lay upon his death-bed. As he was about to plunge into a boundless, unknown future, he cried out, "What will become of me?" "O," said a Bramin, "you will inhabit another body." "And where shall I go then?" "Into another." "And where then?" "Into another, and so on through thousands of millions of years." Darting across this whole period as though it were but an instant, the dying man cried, "And where shall I go then?" Paganism could not answer, and he died agonizing under the inquiry, "Where shall I go last of all?"

LAST THINGS.—The last words of the Old Testament are a fearful threatening:—"Lest I come and smite the earth with a curse."

The last words of the New Testament are a benediction:—"The grace of our Lord Jesus Christ be with you all. Amen."

Often the wicked despise the last offer of mercy made them more than any preaching they ever heard. When I have seen friends wiping away the clammy sweat from the brow of a dying man who had long rejected salvation, or moistening his lips with a little water, I have often trembled lest it should be the last mercy he should ever receive.

It seldom happens that the last thing done by one who has led a wicked life, is to repent and turn to God.

The last words of sinners often teach the very lesson which they have ever refused to learn.

[*Banner and Advocate.*]

NEW-YORK, SEPTEMBER, 1857.

A WORD OF SYMPATHY FROM MICHIGAN.

Rarely have we been more gratified than by the reception of the following letter, enclosing a small remittance, from a true friend of the sailor in Michigan. If all who profess to be such had hearts as large as hers, the unoccupied stations which send their appeals to us for aid would not remain destitute long. It is this truly missionary aspect of our work which so much endears it to God's people all through our land. Let us have the widow's mites and prayers in behalf of these wandering and destitute sons of the deep, and we shall feel that our cause is strong, and our labors shall not be in vain:—

MILFORD, (Mich.), July 11, 1857.

REV. MR. WARREN.

*Respected Sir:—*With gratitude I acknowledge the promptness with

which my long-wished-for Sailor's Magazine has come. I have, for many years, felt a deep interest in the cause it pleads and wished to do something to advance it. Being an old woman, with limited means, I cannot do what I wish. When I read of the great need of a chaplain at Fuh-Chau and the request that has come from there, I almost wish to be rich (a feeling not often indulged). If I could send \$100 it would afford more pleasure than any personal gratification. I feel that request will be responded to; the gold and silver is the Lord's; he will enable his servant to obtain it. I have some articles of clothing which I shall try to send for the use of sailors by some friend, as the expense of sending by express would diminish the value of them. I am conscious of trespassing on your time, but my interest is so great that it must be my apology.

I remain, sir,

Your obliged friend,

R. H.

THE SEAMAN'S CAUSE IN GREAT BRITAIN.

We have been favored with a recent circular of "The Society for the promotion of Missions to Seamen afloat, at home and abroad," London; from which we gather some interesting particulars respecting the existing provision for the spiritual welfare of British seamen, chiefly in the colonial ports of that kingdom. The following tabular view is given from returns of the year 1854, corrected where possible to the present year.

BRITISH NORTH AMERICA.

Ports frequented by British Seamen.	Number of British Sailors annually frequenting them.	Means of religious instruction for them.
St. John's Newfoundland.....	4,954	No provision.
Halifax.....	6,711	do.
St. Andrew's.....	1,147	do.
Prince Edward's Island.....	1,276	Visited by a pious layman, A. Sorer.
St. John, N. B.....	5,718	Am. Seamen's Friend Society, Rev. Mr. Harris.
Quebec.....	15,336	Rev. Mr. Carden,

WEST INDIES.

Bermudas.....	1,192	No provision.
Bahamas.....	832	do.
Tortola.....	3,665	do.
Antigua Bay.....	2,027	do.
St. Lucia.....	1,347	do.
St. Vincent.....	2,666	do.
Trinidad.....	3,498	do.
Grand Turk.....	1,230	No special provision.
Jamaica.....	2,396	do.
St. Kitts.....	1,617	do.
Montserrat.....	760	do.
Dominica.....	1,220	do.
Barbadoes.....	5,117	do.
Demerara.....	5,954	do.
New Amsterdam.....	371	do.

AFRICA.

Sierra Leone.....	758	No provision.
Natal.....	467	do.
Algoa Bay.....	—	do.
St. Helena.....	16,753	No special provision.
Cape Town.....	9,350	Occasional visits from Missionaries. A Sailor's Home recently instituted.

ASIA.

Port Louis.....	8,249	The Bishop has recently appointed a Chaplain with a Floating Vessel.
Colombo.....	1,059	Seats in the Shore Churches.
Bombay.....	3,769	Rev. W. Dinan.
Madras.....	3,461	Scripture Reader.
Calcutta, British Seamen.....	6,829	Sailor's Home—Floating Chapel.
“ American “.....	1,751	Chaplain of Colonial Church and School Society.
Point de Gael.....	} returns expected.	
Singapore.....		
Hong Kong.....		
Shanghai.....		

AUSTRALIA.

Geelong.....	4,066	No provision.
Portland.....	2,222	do.
Port Fairy.....	153	do.
Port Albert.....	804	do.
Wannambool.....	66	do.
Melbourne, Port Philip.....	32,228	do. The Bishop purchased a hulk for Divine Service, but had no adequate support.—He urgently asks for aid.
New Zealand, Auckland.....	1,335	No provision
Hobart Town.....	6,616	} A Bethel at each, served by a Dissenting Minister.
Launceston.....	4,513	
Sydney.....	} returns expected.	
Adelaide.....		

LEVANT.

Alexandria.....	11,258	No Provision.
Jaffa.....	518	do.
Caipha.....	500	do.
Beirut.....	920	do.
Smyrna.....	3,600	No special provision. When in Hospital they are attended by the Chaplain.
Constantinople.....	—	Rev. Mr. Curtis.

The foregoing table includes only the ports in the British Colonies. Were those of foreign countries, frequented by British seamen, also added, the amount of destitution would be more than doubled. What a picture does this present of the neglect of this important portion of its laboring classes, by the first commercial nation in the world?

The same circular gives us also the following.

A correspondent from Liverpool writes:—

"To obtain anything like a correct estimate of the number of seamen on shore and on board at any one time in this port, is a very difficult matter. By a reference to the Head Constable's Report, it appears that there are generally about 15,000, including foreigners (who constitute a large proportion of this number.) During the past four months, 11,828 men have been discharged from British ships." Of these, from different causes, "We shall not, on the average, have more than 2,000 on shore at one time." To these, 2,000 must be added flatmen, &c., making in all "5,000 of all classes, exclusive of the crews of foreign ships." The accommodation of all sorts for the religious instruction of this vast number is not more than sufficient for 2,000. "These," (two rooms near the docks) "I am sorry to say, are, in a great measure, occupied by landmen, which shows the necessity for a living agency, in which we are very deficient." The statement ends with these just reflections, "However ample the accommodation, unless seamen are sought out, invited, and led to the house of God, they will not avail themselves of its provisions; and, in most cases, I feel sure, that had we an efficient staff of proper men, to take their stand on a Sabbath about the docks, and to visit the localities where they chiefly resort on the week days, much good might be done."

Another statement from a different part of the kingdom says:—"The number of seamen arriving at this port during the year would be nearly 20,000, and we believe the number

constantly in port may be averaged at from 300 to 400. These men, with scarcely an exception, not only are not the subjects of any spiritual instruction, but are living in total neglect of the means of grace; and, moreover, in the indulgence of vices, unhappily so prevalent among seafaring men. There are no agencies employed to alter this state of things."

Again, a friend in Ireland writes:—"The peculiar value of a floating church here would arise from the fact, that there are 270 islands clustered together in the bottom of the bay, with a population of more than 1,000 souls, far from any place of worship, and precluded from even attending those at a distance in stormy weather."

The Rev. C. B. Gribble, chaplain to the Sailors' Home in London, lately on an excursion in the Mediterranean, writes:—"that the bishop of Gibraltar is most anxious to see sailors' chaplains at Gibraltar, Malta, and Constantinople." Of Alexandria he writes:—"With the exception of an effort recently made by Mr. Brown and Dr. Philips, nothing has been done for the sailor."

We quote also from a pamphlet by the same gentleman:—"During the last year, *twelve hundred* vessels of large size have left our shores for Australia; while other ports, as Bombay, the Mauritius, Madras, Calcutta, Hong Kong, Whampoa, Shanghai, our North American Colonies, and the West Indies, have suffered no diminution. Of all such ports, two only, I believe, have as yet chaplains expressly for seamen: those are Hong Kong and Calcutta. In Melbourne and other Australian ports the seamen are detained on board, and many have told me that they never saw a minister of religion. A captain who has recently arrived informed me, that *three hundred* vessels were anchored at a time in Hobson's Bay (Melbourne,) and a large number also off Geelong: what a noble field for labor, now lying fallow!"

"During the year ending January 5, 1853, *twenty-one thousand* vessels, carrying *five million, fifty-seven thousand, one hundred and six tons*, cleared outwards from Great Britain for foreign ports, manned by about *one hundred*

and seventy thousand seamen, of whom at least one-half were from your lordship's diocese."

The home and coasting trade employ *ninety-six thousand two hundred and sixty* men, of whom a large number frequent this port."*

"I beg to refer, in a few words, to the foreign seamen. Our recent fiscal changes have necessarily augmented the number of foreigners frequenting the port."

"In the year ending January 5, 1853, were entered 'inwards' *sixteen thousand two hundred and eighty-seven* foreign vessels, carrying *two million, nine hundred and fifty-two thousand, five hundred and eighty-four* tons, and manned by *one hundred and twenty thousand* sailors,"* speaking all the languages of continental Europe."

* This number includes the repeated voyages of the ships and men.

ANOTHER FRIEND OF SEAMEN FALLEN.

We are pained to record the death on the 3d inst. of RUFUS DAVENPORT, Esq., at the advanced age of 81 years. He was one of the earliest, most active, and most persevering of the friends and advocates of the Seamen's Cause. He was one of the founders of the New York Port Society, and was chosen on its first Board of Directors June 5, 1818. Soon after, he was appointed treasurer of that society, in which capacity he served with great ability and acceptance for about thirty years. In the effort to build the first Mariner's Church in Roosevelt street, he was very prominent, being one of the committee for the purchase of the land and the erection of the building. When the American Seamen's Friend Society was reorganized in 1828, he was one of its first Board of Trustees, and continued to serve as such till his death. He was one of the chief movers in the establishment of the Seamen's Savings' Bank, and held an honorable and res-

pensible station therein during the remainder of his life.

Mr. D. was a man of great purity of principle and character, and great amiability of disposition. Rarely does a man go through life making so few enemies, and winning so many friends. He was a member of the Presbyterian Church in Fifth Avenue, of which Rev. Dr. Alexander is pastor.

The pioneers and fathers of the seamen's cause in this country are passing away. It was an arduous work which they undertook, but their trust was in God. They labored and toiled amid many discouragements and sacrifices, and they labored not in vain. Many a poor sailor, who was blessed through their instrumentality with religious instruction, will meet them, we doubt not in heaven, to rejoice together in that grace which sufficed alike for the rich and the poor, for the high and the low. May their successors in this good work fail not to discharge with equal assiduity and fidelity, the responsibility which has descended to them.

BETHEL FLAG WANTED.

TO THE LADIES.—Mr. Rowell, Chaplain at Aspinwall, under date of July 18th, writes:—

"My *Flag* is worn out. I should have said so months since, but I had the promise of a new one from one of our men-of-war. But when I sent my old one on board for a pattern, they found they had not bunting enough, nor is there enough in Aspinwall.—The best size is 18 x 12 feet."

Who will send us a flag for Mr. R? It should be made of a blue ground, with the word "Bethel" and the figure of a dove in white, or of a white ground with the letters and dove in blue. Many of our female friends in seaport towns will know how to get it

up. It will be a good service rendered to a faithful chaplain, and a very important station.

If not convenient to send the flag ready made, the money for its purchase will be very acceptable. The cost will probably be from fifteen to twenty dollars. It is wanted immediately.

BOOKS FOR DISTRIBUTION.

Our thanks are due to Capt. D. Bunker of Fairfield for a second hand Sunday School Library, sent from that place, for distribution to seamen.— They will serve, we trust, to while away many a weary hour on ship-board, with pleasure and profit to Jack. We commend the example for imitation by other Sabbath Schools.

NOTICE TO SUBSCRIBERS.

With this number of the *MAGAZINE*, bills to a large amount will be sent to subscribers in arrears.

The bills sent are made out according to the accounts on our books. If any are received by Life Members, or others entitled to the work gratuitously, they are desired to notify us immediately, stating the facts in the case.

In some cases surprise may be awakened at the *amount* of the arrears due. Persons often forget the time of their last payment, and leave the account to run longer than they supposed. Some may have omitted payment from the impression that it came gratis, or that having originally subscribed for one year, they ought to be held bound for it no longer, forgetting that both by law and custom, the omission to notify a discontinuance, is equivalent to a continuance.

The *MAGAZINE* is published at an annual cost to the Am. Sea. Frd. Soc.

above its receipts, of more than one thousand dollars. We beg our friends and subscribers to consider this fact, and to do in relation to this matter what justice to the society, and to the important charity which is sustained by them, demands.

With the present No. we commence sending the *MAGAZINE* to *all* our subscribers by *mail*. If however, any shall still prefer to receive them through a local agent they will please send word to this office.

Postmasters will confer a favor by notifying us immediately of all discontinuances and removals.

REPORT OF A MISSIONARY AT LARGE. The Rev. E. F. Remington, missionary at large, of the Protestant Episcopal Church Missionary Society, for seamen in the city and port of New York, in his fifth annual report says: "During the five years last past, the writer has been holding open air services and preaching in the streets of New York twice every Sunday, unless prevented by sickness or the inclemency of the weather. That he has suffered much from rheumatism, neuralgia, sore throat, and other diseases, is true; that he has been uncomfortable, when preaching in mid-winter, with hands and feet benumbed with cold, or when standing on hot paving stones, the thermometer 98 in the shade, is also true; that there has been joy on earth, and, as he believes, joy in heaven over the sinner that repenteth: that hundreds have attended these services who were never within the walls of an earthly sanctuary; that thousands have listened to the words of eternal life, who have been deprived of the 'means of grace' for many long years, are also among the verities of the past, the results of which eternity alone can unfold."

NAVAL JOURNAL.

Disasters for the Month.

STEAMER.

— Augusta, fr. Baltimore to New York, wrecked and sunk by a tornado off the capes of Delaware.

SHIPS.

March 19th. Edward Johnson (British) fallen in with by whaleship Adeline, who took off the crew; ship abandoned, sinking.

July 17. Britannia of Bath, from New York, ashore in Saguenay River and is hogged; afterwards got off.

July 20. Moultrie, fr. Cardiff to Charleston, ashore off the Ship bar, with railroad iron. Value of vessel, \$44,000.

— Carack, fr. N. Orleans to Liverpool, destroyed by fire S. W. of Tortugas. Value of ship and cargo, \$230,000; total loss; crew saved.

BARKS.

July 11. Dudley, Mills, fr. N. Orleans to Newport, R. I., ashore near Riverhead.

July 21. Monasco of Vienna, Me., lost off Buria. Fifty passengers on board were drowned.

BRIGS.

— Defiance (British), Esdale, sailed fr. New York for Aspinwall; missing.

July 2. Florence, from Manzanilla to New York, ashore off the Isle of Pines.

July 17. Giddings, capsized on Lake Michigan, and is a total loss; crew saved.

SCHOONERS.

June 26. William M. Dodge, from New York, ashore on Caicos Bank; bilged.

July 15. Charles Pitman, from Port Ewen to Fall River, with coal, ashore on Point Judith; gone to pieces.

July 22. Cion, Gregory, from Rockland to Boston, with lime; struck on Squan Bar and sprung a leak. The water, reaching the lime, set fire to the vessel, which was totally consumed; crew saved.

July 23. Mary, fr. New London to Boston, ashore at Scituate; afterwards got off.

July —. Daylight, from Charleston to Cardenas, with rice, ashore at Ambergris Cay Bank; a total wreck.

— Raven, bound to Bangor with coal, struck on Robinson's Rock and sunk.

SUMMARY.

Steamer	.	.	1
Ships	.	.	4
Barks	.	.	2
Brigs	.	.	3
Schooners	.	.	6
Total	.	.	16

NOTICES TO MARINERS.

MONTAUK POINT AND GREAT WEST OR SHINNECOCK BAY LIGHTS, LONG ISLAND, NEW YORK.—On the evening of the 1st day of January, 1858, the present fixed light at Montauk Point, at the east end of Long Island, New York, will be changed to a 1st order catadioptric fixed light, *varied by a flash once in every two minutes.*

And on the evening of the same day a 1st order catadioptric fixed light will be exhibited for the first time from the Light-house tower now in course of construction on Pond Quogue Point, north side of Shinnecock Bay, Long Island, New York, one mile north of the outer or Ocean beach, and about half-way between the light-houses at Fire Island and Montauk Point, Long Island.

Montauk Point Light-house.—This Light-house tower is 85 feet high, built of stone, whitewashed, and the light has a focal plane of 160 feet above the mean level of the sea.

With the new first order apparatus, the fixed light should be seen between the intervals of flashes, under ordinary states of the atmosphere, from the deck of a vessel 15 feet above the water, 20 nautical miles, and the flashes (at intervals of two minutes) from three to five miles further.

Approximate position of Montauk Point Light-house: latitude $41^{\circ} 04' 13''$ north; longitude $71^{\circ} 51' 06''$ west; $32\frac{1}{2}$ nautical miles to the eastward of Great West Bay Light-house.

Great West or Shinnecock Bay Light.—This Light-house tower will be 150 feet high, built of brick, and the light will have a focal plane of 160 feet above the mean level of the sea, and should be seen, under the ordinary states of atmosphere, from the deck of a vessel 15 feet above the water, 20 nautical miles.

Approximate position of Great West or Shinnecock Bay Light-house: latitude $40^{\circ} 51'$ north; longitude $72^{\circ} 30'$ west; 35 nautical miles to the eastward of Fire Island Light-house.

Cape Roman and Charleston, (S. C.) Lights.—On the evening of January 1, 1858, a first order catadioptric light, *revolving once every minute*, will be exhibited from the new tower now in course of erection on Cape Roman, S. C., in place of the present fixed light at that point.

The new tower (placed near the present low one of 65 feet elevation, painted with red and white horizontal stripes) is octagonal, built of dark reddish gray brick, and will be 150 feet high when completed.

The light from this tower should be seen, under ordinary states of the atmosphere, from the deck of a vessel 15 feet above the water, about 23 nautical miles, or 17 nautical miles outside of the dangerous shoals off Cape Roman.

This light station will be readily known during daylight, by the appearance of the two towers, the old one (65 feet high) being painted with red and white horizontal bands, and the new tower, (150 feet high) from which the light will be exhibited, being of the natural color of the brick, and lantern painted black.

The approximate position of Cape Roman Light-house is: latitude $33^{\circ} 01' 04''$ north; longitude $79^{\circ} 17' 05''$ west.

On the evening of the same day, (January 1, 1858,) and simultaneously with exhibition of the revolving light at Cape Roman, the present revolving light at Charleston, S. C., will be changed to a fixed catadioptric light.

The tower is built of brick, white-washed, and is 110 feet high. The light will have a focal plane of 133 feet above the mean level of the sea, and should be seen, under ordinary states of the atmosphere, from the deck of a vessel 15 feet above the water, about 20 nautical miles.

The beacon light, placed at an elevation of 50 feet, in front, in range with the main light, gives the line of best water across the bar.

Approximate position of the Charleston main light: latitude $32^{\circ} 41' 55''$ north; longitude $79^{\circ} 52' 29''$ west.

Varne Sand, off Folkstone.—A large spiral buoy, colored red, and surmounted by a staff and ball, has been placed in 12 fathoms at low water spring tides on the north-west side of the Varne Sand, and to the westward of the shoalest water, with the following marks and compass bearings, viz.:—Paddlesworth trees, in line with a white hotel at the east end of Folkstone Cliff, N. by W. $\frac{1}{2}$ W.; South Foreland high light-house, N. E. by N., distant 10 miles; Dover Castle, N. N. E., distant $9\frac{1}{4}$ miles; Dungeness Light-house, W. $\frac{3}{4}$ N., distant 14 miles.

Masters of vessels, pilots and others are cautioned not to cross the Varne Sand within two miles on either side to the north-eastward or south-westward of the above-named buoy.

Owers Light-vessel.—It is the intention of the Trinity House Corporation of London to cause the Owers Light-vessel to be removed, in or about the first week in August, about three-quarters of a mile S. S. W. $\frac{3}{4}$ W. of her present position, and into 21 fathoms at low water, spring tides.

Further notice will be given when the vessel shall have been removed.

New Light at the Port of Messina, Island of Sicily.—The government of the kingdom of the Two Sicilies has substituted a catadioptric apparatus, producing a fixed white light varied by a red flash once in every two minutes, ($2'$), for the fixed light heretofore exhibited from the tower of St. Raineri's at Messina.

The light-house tower is about 125 feet in height, square at the base, and the remainder octagonal.

The light will be exhibited at an elevation of about 130 feet above the level of the sea, and from its power, should be seen, in ordinary states of the atmosphere, from 12 to 15 nautical miles.

The position of the light is: latitude $38^{\circ} 11' 30''$ north; longitude $13^{\circ} 14' 40''$ east of the meridian of Paris.

A Temporary Light ship at the Entrance of the Muttah.—A Light-vessel has been temporarily stationed at the entrance of the river Muttah, in the following position, viz.: in latitude $21^{\circ} 6'$ north; longitude $88^{\circ} 48'$ east, nearly, in 10 fathoms low water spring tides, about 7 miles south-east of the outer or Bulcherry Reef Buoy.

2d. This new floating-light will hoist a red flag at the main-mast head by day, and exhibit a clear white light from sunset to sunrise, and in addition to this, she will, if she continues in her position, fire a rocket at 8 p. m., at midnight, and at 4 a. m., from the 15th of March until the 16th of October.

3d. For the present a pilot brig will show the light.

Australia, East Coast. Revolving Light on Cape Moreton.—The Colonial Government of New South Wales has given notice, that on or about the first day of March, 1857, a light would be exhibited in the light tower recently erected on Cape Moreton, at the north end of Moreton Island, on the east coast of Australia.

The light will be a white revolving light, visible once a minute all round the horizon. The illuminating apparatus is catoptric, or by reflectors, and of the first order. The bright face will last 15 seconds, and be followed by an eclipse of 45 seconds' duration. The light will be placed at a height of 385 feet above the mean level of the sea, and should be seen from the deck of a ship, in ordinary weather, at a distance of 26 miles.

The light tower is of white stone, 67 feet high, including the lantern; it stands on the summit of the Cape, in latitude $27^{\circ} 2' 24''$ S., longitude $153^{\circ} 28' 56''$ E. of Greenwich.

Ships bound to Moreton Bay ought never to mistake Point Lookout on Stradbroke island for Cape Moreton, if they

will bear in mind that there is not a building of any description along the coast to seaward from Port Macquarie to Cape Moreton, a distance of nearly 300 miles.

COMMERCE, just now, seems to be "under the weather." As an evidence of it, there were in this port July 8, 764 vessels; including 32 steamers, 187 ships, 132 barks, 113 brigs, and 289 schooners. It is not often so many ships are in New York harbor, but freight is scarce, and great numbers of vessels are idle. At Williamsburg, in the Atlantic Docks, and in the slips high up on the East and North rivers, great numbers of beautiful ships are laid up. Sea-captains and mates are now having an unusual season of leisure.

RECEIPTS.

From July 1st to August 1st, 1857.

Directors for Life by the payment of \$50.

A. G. Smith, Esq., Havre,
France, by Wm. P. Green,
Norwich, Ct., 50 00

Rev. David Kennedy, by Pres.
Ch., Southampton, N. Y. 52 74

Rev. Thos. M. Gray, by Pres.
Ch., Bridgehampton, N. Y.
(in part) 35 00

Members for Life by the payment of \$20.

Lyman Buck, by First Cong.
Ch., Haverhill, N. H. (bal-
ance) 12 63

John C. Burbank, by do., do.,
(in part) 17 37

Chas. A. Colby, by Lawrence
St. Ch., Lawrence, Mass. 37 12

E. B. Blake, by Glove Village
Ch., Southbridge, Mass. 23 31

Nathaniel Danforth, by Cong.
Ch., Chatham, Mass. 25 40

Chester Francis, by S. School
Cong. Ch., W. Hartford, Ct. 21 58

Mrs. Lavinia Morron, of Black-
berry Station, Ill., by Ladies
S. F. Soc., Suffield, Ct. 33 58

Miss Harriet J. Rogers, South-
ampton, N. Y. 20 00

Cornelius S. Holmes, N. York
Subs. in Ch. of Puritans, by
his father, 20 00

Master George Hale, by Pres.
Ch., Pennington, N. J. (bal-
ance) 8 25

Miss Elizabeth Hale, do., do., 8 25

Rev. Wm. R. Glen, by Pres.
Ch., German Valley, N. J.,
(in part) 17 62

Donations.

South Cong. Ch., Concord,
N. H., 50 00

Two Friends in Gilsum, N. H. 2 00

1st Cong. Ch., St. Johnsbury,
Vt. 87 41

South Ch., Salem, Mass., 33 00

Male Benev. Soc., Edwards'
Ch., Northampton, Mass., 47 25

John Clarke, Northampton,
Mass., 50 00

1st Cong. Church, Hopkinton,
Mass., 16 00

Cong. Ch., Oxford, Mass., 37 00

Cong. Ch., Princeton, Mass., 34 32

Cong. Ch., Auburn, Mass., (ad-
dition,) 2 12

Union Meeting, Worcester,
Mass., 50 38

East Mansfield, Mass., 9 00

Cong. Ch., Granby, Mass., 15 38

Dane Street Church, Beverly,
Mass., 25 39

High Street Church, Provi-
dence, R. I., 70 47

Central Ch., Providence, R. I., 152 50

Mrs. Russell Todd, Waterbury,
Ct., 2 00

South Cong. Ch., Hartford,
Ct., 31 00

First Pres. Ch., N. Y., 65 31

Mrs. M. Gening, Middletown,
N. Y., 2 00

Fourteenth Pres. Ch. Subscrip-
tion, N. Y., 50 00

Supplying Pulpit, Brooklyn,
N. Y., 8 04

Wm. A. Booth, New York, 200 00

M. A. W., New York, 5 00

Pres. Church, Orange, N. J. 52 34

Pres. Ch., Caldwell, N. J., 30 50

High St. Pres. Ch., Newark,
N. J., 27 65

Ref. Dutch Ch., Middlebush,
N. J., 31 00

First Pres. Ch., Orange, N. J., 50 00

First Pres. Ch., Morristown,
N. J., (balance) 73 75

Pres. Ch., Bloomsbury, N. J., 11 00

Rev. J. Miller, Philadelphia,
Pa., 5 00

\$1,707 02

ERRATA.—In last No., Daniel Storrs,
of Newton, Mass., should have been
Daniel Stone. Ref. Institute, West-
boro, should have been Cong. Ch. of
Reformed Institute.